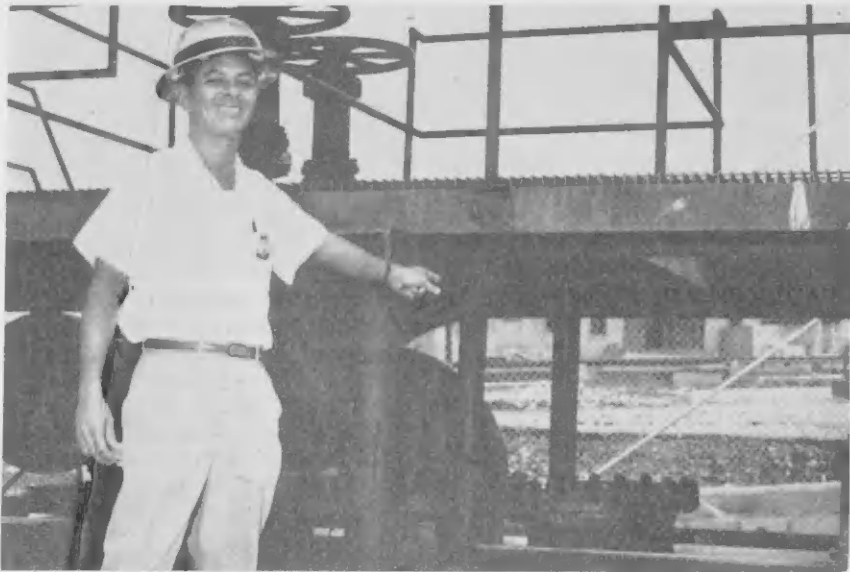
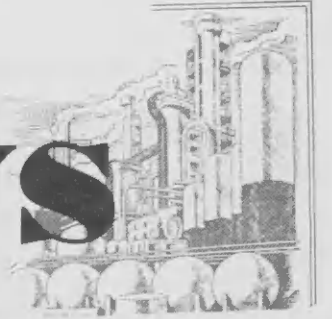


Aruba Esso News

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SUGGESTER OF the month is H. Bahlingen of Process-Receiving and Shipping. He received an initial cash award of Fls. 425 for his idea to re-vamp line connections at No. 3 and 4 Finger Piers which will increase the flexibility and utilization of the installations.

SUGERIDOR DI luna ta H. Bahlingen di Process-Receiving & Shipping. El a ricibi un premio na placa di Fls. 425 pa su idea pa renoba coneccionnan di linja na Finger Piernan No. 3 y 4 cual lo aumenta e flexibilidad y utilizacion di e instalacionnan.

Union Board, Miembronan di Management A Tende Operacionnan di Lago Discuti

E realismo di e expresion "operacion cu costo abao" a forma e base di discusionnan reciente cu dos grupo di empleadonan di Lago. Cu esaki no tabata un concepcion idealistico, pero mas bien un modo duro y dificil di operacion di refineria tabata expresá na e grupo di miembronan di directiva di Lago. E mes discusionnan mas anterior a sirbi como un prologo pa negociacionnan entre Lago y Independent Oil Workers Union of Aruba.

E discusionnan a worde prepará door di e grupo negociador di Lago pa duna antecedentes di e asuntunan y facilita comprension pa miembronan di Union. Director di Lago F. W. Switzer a haya cu e discusionnan tabata necesario pasobra "nos tin un interes comun den e operacion satisfactorio y continuo di e refineria."

E exito di refineria, y pa motibo di su naturaleza inter-relacioná, e exito pa empleadonan y comunidad ta depende ariba costonan abao. E cuadro di costo, brillantemente pintá door di Comptroller R. F. Dilworth, a muntra cu "sin costonan abao nos no por keda den negocio. E declaracion aki tabata uno di e cuatro conclusionnan, cu a duna un resumen di e ilustracion di costo. E otronan ta: (a) costo y no ganashi ta e midir pa nos eficacia; (b) nos unico ventaha ta un operacion cu costo abao; y (c) personal y beneficiacion mayormente ta determina costonan total."

Lago su operacion ta worde mirá como un inversion segun e nivel di costo y no loke e ganancia di e compania ta muntra. E operacion di Lago, Sr. Dilworth ta splica, esencialmente ta pa cambia petroleo crudo pa productonan cu por worde bendi. E eficacia di Lago, pesey, ta

Idea di H. Bahlingen Ta Gana Premio y Titulo Di Sugeridor di Luna

Un pago inicial di Fls. 425 na H. Bahlingen, e sugeridor di luna pa December, a hiba e premianan na placa efectivo pa 1963 na un total di over Fls. 10,905. Ideanan aceptá a paga nan sugeridornan un total di Fls. 665 na December.

E empleo di Receiving & Shipping, Sr. Bahlingen, a sugeri un metodo den cual e renobacion di coneccionnan di linja na Finger Piernan No. 3 y No. 4 lo haci posible pa bapornan descarga mas cu un grado di crudo na mes tempo. E idea ta aumenta flexibilidad y utilizacion di e wafnan.

Diezun otro empleadonan di Lago a comparti e balance di e premianan di CYI.

Union Board and Management Members Hear Bargaining Group Discuss Lago Operations

Lago-IOWUA Bargaining Sessions Attended By 20

The bargaining of a new Collective Working Agreement for Lago employees is currently underway. The first joint Lago-Independent Oil Workers Union of Aruba session was held Jan. 13.

The second meeting of Lago and Union representatives was used to present the viewpoints and background materials of both negotiating parties. The IOWUA is represented in the bargaining sessions by the thirteen members of the board. The Lago bargaining group comprises seven members.

At the bargaining table representing Lago are Director F. W. Switzer, Process Manager G. L. MacNutt, Mechanical Manager J. R. Proterra, Comptroller R. F. Dilworth and H. F. Couzy of the Technical Department. J. V. Friel, Industrial Relations Department manager, is advisor, and E. F. Welch, also of the Industrial Relations Department, is secretary.

The negotiators for the Union are F. L. Maduro, president; M. de Cuba, vice president; L. Albus, secretary, Pedro Brook, treasurer; J. M. Diaz, D. Flemming, J. V. Yarzagaray and D. Maduro. Also in attendance and participants as alternates are J. F. Bareno, R. A. Colina, J. Croes, E. S. Pellegrin and H. E. Reeberg.

Solo Nunca Ta Baha Ariba Mercadonan di Lago, Red Di Nacion Rond di Mundo

E wielnan di progreso di Lago ta draai continuamente. E resultado ta cu en realidad solo nunca ta baha den e red gigantesco di mercadonan di Lago, cu a inclui mas cu ochenta di e nacionnan di mundo durante 1963. Pa mantene un cantidad constante di e sanger vital di e petroleo aki den centronan y complexnan industrial rond di globo, Lago a produci 170,398,648 barril di petroleo refiná anja pasá.

E mehor cliente di productonan di Lago cu a surpasá otronan hopi, tabata Estados Unidos cu a consumi mas of menos 43.50 por ciento pa uso domestico. Contando e consumo militar pa forzanan armá di Estados Unidos local y den e stranheria, e percentahe ta casi cincuenta por ciento.

Productonan di Lago a yega e seis divisionnan mas grandi di terranan di mundo y na camina a bai tambe pa hopi di e islanan mas chikito cu ta plamá den e oceanonan grandi di mundo. Productonan a worde entregá na puntonan plamá ariba tur latitud for di Groenland y Islandia te na e regionnan di caza bayena den Antartica.

Segun longitud, e entregonan a bai for di Aruba pa Azores te na e paisnan Europeo y pa e nacionnan Africano nobo y bieuw; nan a yega Turkia y Aden den Medio Oriente; na Oriente y Lejano Oriente nan a yega India, Indonesia y Japon; nan a worde entregá na Hawaii; y den Hemisferio Occidental nan a bai pa casi tur paisnan di America del Norte y Del Sur.

E producto produci na mas grandi cantidad tabata fuel oil regular cual tabata representa 48.76 por ciento di e total di produccion. Despues di esaki a sigui gasoil cu 15.15 por ciento y fuel oil special cu 8.06 por ciento. Otro productonan representando mas cu un por ciento di produccion total tabata:

(Continua na pagina 5)

The realism of the term "low cost operation" formed the basis of recent discussions with two groups of Lago employees. That this is not an idealistic conception but rather a hard and difficult mode of refinery operation was expressed to Lago's members of management group. The same discussions earlier had served as prologue to Lago and Independent Oil Workers Union of Aruba negotiations.

The discussions were prepared by Lago's bargaining team to supply background and ease understanding for Union members. Lago Director F. W. Switzer felt the discussions pertinent because "we have a common interest in the successful and continuing operation of the refinery."

The refinery's, and because of the interlocking nature, the employees' and community's success depend on low costs. The cost picture, lucidly drawn by Comptroller R. F. Dilworth, showed that "without low costs we cannot remain in business." The statement was one of four conclusions which summed up the cost picture. The others: (a) "cost and not profit measures our effectiveness; (b) our only asset is a low cost operation; and (c) labor and benefits largely determine total costs."

Lago's operation is looked at as an investment according to the level of costs and not by what the company's profits show. The Lago operation, explained Mr. Dilworth, is essentially to change crude oil into salable products. The effectiveness of Lago, therefore, is measured or compared with the level of costs that are recognized in the petroleum industry as an efficient operation. This is the standard set by the industry, and "Jersey, Creole and the Venezuelan Government are all greatly concerned in how well we measure against this standard."

Lago is at a disadvantage. As Mr. Switzer noted, "Lago is an old refinery competing with modern plants." Primary concern to the investors is Lago's ability to function efficiently and competitively. Cost of refining will always be used to measure how well we are doing, and, as Mr. Dilworth commented, "decide whether, in the long run, we will continue in business."

The Union members in their meeting and the members of management in their sessions at the Esso Club were reminded that Aruba does not have a vast oil reserve or large market within national boundaries. "All we have is a refinery which any country or any other company

can have simply by spending money," said Mr. Dilworth. Costs are of paramount importance.

Almost half of Lago's costs are in salaries, wages and benefits, which Mr. Switzer stated are not exceeded in the Netherlands Antilles. In his cost discussion, Mr. Dilworth said that the total refining cost is determined "not only by the level of wages and benefits which are paid to employees, but also by the number of employees. It is obvious that any radical increase in the labor cost would automatically and substantially increase the total cost of Lago refining."

Reference was drawn to other Jersey refineries' costs, and although this has been the subject of discussion many times, Mr. Dilworth reiterated the fact that "as long as our costs compare favorably with others we can remain in business. Any time we can't keep our costs down around theirs, we are heading for trouble."

Profits and Costs

With relation to profits and costs, Mr. Switzer pointed out that Jersey Standard's profit picture has absolutely no bearing on how well Lago is doing. Lago could have a very poor year and Jersey could have a good one, or the situations could be reversed. Lago must account for its own actions. According to Mechanical Manager J. R. Proterra, Lago feels its responsibility to its employees and community as well as its owners. Lago management is aware of the employees' desire "for stable employment and the best possible livelihood," and the community's need "for the business and income generated by the operation of the refinery."

Speaking of objectives, Mr. Switzer said that "management shares with the Union the objective of job security for Lago employees." The Lago director made reference to basic human desires for security and survival and explained that these needs are not satisfied by just wanting them. "Lago and its employees will not survive or be secure if we

(Continued on page 5)

PR Maintains 'O' Frequency, Shares Laurels with IR in Off-the-Job Safety

For the second consecutive year, employees of the Public Relations Department maintained a zero frequency in the off-the-job safety contest, having gone twenty-four months, since the contest began, without a disabling injury. Industrial Relations Department employees were winners in the calculable group, with the lowest rate, 6.46, and the greatest amount of improvement.

Public Relations is the sole winner and contestant left in the "O" frequency rate group. There were three in 1961 and two in 1962.

For the entire company, the off-the-job disabling injuries rose by eighty-nine, soaring the frequency rate from 19.29 in 1962 to 28.04 last year.

The opinion that Lago employees who perform safely on the job sometimes tend to let their guard down at home was borne out by the total of 350 disabling injuries, including two fatalities, off the job. Of the total, 209 occurred at home. Thirty nine were caused by falls, sixty-two by slips or over exertion, sixty-one by striking against some object and twenty-six by being struck by an ob-

ject. The balance was due to miscellaneous causes.

For their efforts, members of both the Public Relations and Industrial Relations Departments will receive individual awards, last year a key chain was given, and the departments will receive plaques.

During 1964, the departmental contests will continue, using the 1963 rate as a base, but it is proposed that the Mechanical, Process and Technical Departments be split into divisions and participate on that basis. Additional awards will also be given to departments showing an improvement of twenty-five per cent or more over their 1963 record.

Details of the regrouping will be announced in a future edition of the Aruba Esso News.

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Safety Slips for 'Slips'

In a relative sense, as the air we breath is full of dust and other germ-bearing particles, so, too, is the area in which we conduct our everyday lives filled with potential hazards. While we cannot discontinue breathing, neither can we refrain from engaging in activities necessary for living.

On the other hand, there is something we can do to cut down on the number of hazards we are exposed to both on our jobs and at home. At Lago, or at home, there are unsafe situations which present themselves and are hazards until eliminated.

Often they are far removed from the actual refining operation — a pencil dropped on the floor, for example, can result in serious injury to the unwary office worker who happens to step on it... a drawer left open has an enormous magnetism for the human shinbone... the list is endless.

Most important, though, is the attitude that develops once there is an awareness that hazards are as much around us in an office building as they might be in the midst of the largest refinery in the world.

Since the safety slip program started (see graph on page six), the injury rate has been inversely proportional to the reporting of hazards — with a high number of safety slips, the injuries lessened. Hazards are around us constantly, so what is indicated by the high slip response is that we're thinking about safety, and so are less apt to commit the unsafe acts which result in accidents and injury.

Often we become so comfortable in the surroundings in which we work that unsafe situations are allowed to develop. In this regard, we are our brother's keeper. It is everyone's job to conduct himself in a safe manner. Documentation, by means of the safety slip program, should be recognized as an essential component of good job performance.

When you see a "slip" of safety, have it corrected, turn in a safety slip, and then remind yourself that you could have been its victim.

Slip di Seguridad pa 'Slip'

Den un sentido relativo, mescos cu e aire cu nos ta respira ta yen di stof y otro partian chikito cu ta contene microbio, asina tambe e lugar den cual nos ta hiba nos vida di tur dia ta yen di posible peligran. Mientras nos no por stop di hala rosea, tampoco nos no por laga di ocupa nos mes den actividadnan necesario pa biba.

En cambio, tin algo cu nos por haci pa reduci e cantidad di peligran na cual nos ta exponi tanto na nos trabaonan como na cas. Na Lago of na cas, tin situacionnan peligroso cu ta presenta nan mes y nan ta peligran te ora nan worde eliminá.

Hopi bez nan ta hopi leuw for di berdadero operacion di refinacion — por ehempel, un potlood cu cai ariba suela por resulta den un accidente serio pa e trahador di oficina sin cuidao cu por trapa ariba dje... un laatchi di cabinet laga habri ta mescos cu un magneet pa e palo di pia di hende... e lista ta sin fin.

Mas importante, sin embargo, ta e actitud cu ta desaroyá una vez cu ta worde realizá cu peligran ta mes tanto rond di nos den un oficina cu nan por ta den centro di e refinaria mas grandi di mundo.

Desde cu e programa di slipnan di seguridad a cuminsa (mira e grafico ariba pagina seis), e cifra di accidente ta proporcionalmente contrario na e reportamento di peligran — cu un cantidad grandi di slipnan di seguridad, e accidentenan a baha. Peligran ta rond di nos constantemente, asina ta cu loke ta indicá door di e reaccion cu un numero halto di slipnan ta cu nos ta pensando tocante seguridad, y pesey nos ta menos apto pa comete actonan contra seguridad cu ta resulta den accidente y desgracia.

Hopi bez nos ta haya nos mes asina comfortable den e becindario den cual nos ta traha cu situacionnan contra seguridad ta worde permití pa desaroyá. Den e respecto aki, nos ta cuidador di nos ruman. Ta e trabao di cada uno pa comporta su mes den un manera sin peligro. Documentacion pa medio di e programa di slip di seguridad mester worde reconocí como un componente esencial di bon cumplimento cu trabao.

Ora bo mira un "slip" den seguridad, laga corrigie'le, mandando un slip di seguridad aden, y despues recorda bo mes cu bo por tabata su victima.



PUBLICATIONS AND dissemination of information were subjects of this Lago-Shell meeting. Facing W. C. Hochstuhel and E. Villanueva of the Public Relations Department are M. F. L. Roos of Industrial Engineering and S. A. Marugg and O. E. van Kampen of Shell's Public Relations Department.

PUBLICACIONNAN Y distribucion di informacion tabata e topiconan di e reunion aki di Lago-Shell. Cu cara pa W. C. Hochstuhel y E. Villanueva di Depto. di Relaciones Publico ta M. F. L. Roos di Ingenieria Industrial y S. A. Marugg y O. E. van Kampen di Shell su departamento di PR.

Lago-IOWUA Reunionnan Di Negociacion Atendi Door di 20 Representante

Negociacion di un Conbenio Colectivo di Trabao nobo pa empleadonan di Lago ta actualmente tumando lugar. E promer sesion entre Lago y Independent Oil Workers Union di Aruba a tuma lugar Jan. 13. E segundo reunion di representantenan di Lago y Union a worde usá pa presenta e puntonan di vista y informacion antecedente di ambos partidos di negociacion. IOWUA ta worde representá na sesionnan di negociacion pa e dies-tres miembronan di directiva. E grupo di negociacion di Lago tin siete miembros.

Na mesa di negociacion Lago ta worde representá pa: Director F. W. Switzer, Gerente di Process G. L. MacNutt, Gerente di Mechanical J. R. Proterra, Comptroller R. F. Dilworth y H. F. Couzy di Departamento Technico, J. V. Friel, gerente di Departamento di Industrial Relations ta advisor, y E. F. Welch, tambe di Departamento di Industrial Relations, ta secretario.

E negociadornan pa Union ta F. L. Maduro, presidente; M. de Cuba, vice presidente; L. Albus, secretario; Pedro Brook, tesorero; J. M. Diaz, D. Flemming, J. V. Yarzagaray y D. Maduro. Atendiendo tambe y participando como alternativos ta: J. F. Barenó, R. A. Colina, J. Croes, E. S. Pellegrin y H. E. Reeberg.

PR A Gana Concurso di Seguridad Fuera di Trabao Cu un Frecuencia di Zero

Pa di segundo anja consecutivo, empleadonan di Public Relations Department, a mantene frecuencia zero den e concurso di seguridad fuera di trabao, mientras binti-cuater luna a transcuri desde cu e concurso a cuminsa, sin un desgracia incapacitante. Empleadonan di Departamento di Relaciones Industrial tabata ganadornan den e grupo calculable, cu e cifra mas abao di 6.46 y cu e mayor punto di mehoracion.

Public Relations ta e unico ganador y concursante cu a keda den e grupo cu cifra di frecuencia '0'. Na anja 1961 tabatin tres y na 1962 tabatin dos.

Aumentu di Accidentenan

Pa henter compania, e accidentenan incapacitante fuera di trabao a aumenta cu ochenta y nuebe, halzando e cifra di frecuencia for di 19.29 na 1962 te 28.04 pa anja pasá.

E opinion cu empleadonan di Lago kende ta traha observando seguridad na trabao tin bez ta menos alerto na cas a worde comprobá door di e total di 350 accidente incapacitante, incluyendo dos desgracia fatal fuera di trabao. Di e total, 209 a socede na cas. Trinta y nuebe a worde causá door di caimento, sesenta y dos door di slipmento of demasiado forzamento, sesenta y uno door di dalmento contra un obheto y binti-seis door di ser gadal door di un obheto. E resto tabata debi na various causa.

Pa nan esfuerzonan, miembronan di tanto Public Relations y Industrial Relations Department lo ricibi premianan individual — anja pasá un cadena pa yabi a worde duná — y e departamentonan lo ricibi un plaquete.

Durante 1964, e concurso departamental lo sigui, usando e cifranan di 1963 como base, pero ta worde proponi pa departamentonan di Mechanical, Process y Tecnico worde parti den divisionnan y participa ariba e base ey. Premianan adicional tambe lo worde duná na departamentonan cu ta muntra un mehoracion di binti-cinco por ciento of mas ariba nan record di 1963.

Detayenan di e regroupacion lo worde anunciá den edicionnan venidero di Aruba Esso News.

Schedule of Paydays

Semi-Monthly Payroll	
January 16-31	Monday, Feb. 10
Monthly Payroll	
January 1-31	Monday, Feb. 10



LEADER TRAINING course for a work permits seminar, which will eventually involve some 1200 men, was conducted recently by the Safety Division. Mateo Lacle and F. V. Christiaans of Mechanical and Simon Wever and A. T. Tackling of Process will be the leaders.

CURSO PA train lidernan pa un estudio tocante permit di trabao, cu eventualmente lo involvi como 1200 homber, a worde conduci recientemente door di Division di Seguridad. Mateo Lacle y F. V. Christiaans di Mechanical y S. Wever y A. T. Tackling di Process lo ta e lidernan.

Cuatro Homber Selecta Pa Estudio Inicial Ariba Permit di Trabao

Dos empleado di Departamento Mechanical y dos di Departamento di Process a participa den un curso pa lider di estudio ariba permit di trabao cu a worde teni e siman di Jan. 13 door di Consehero di Seguridad E. M. O'Brien y su staf.

Esaki tabata e promer paso den un programa cu lo duna mas di 1000 homber den e dos departamentonan e training aki, cual su resultado final lo ta un comprension a fondo di e procedimiento di permit di trabao.

Mateo Lacle y F. V. Christiaans di Depto. Mechanical y Simon Wever y A. T. Tackling di Depto. di Process a worde selectá pa nan training inicial. En turno, nan lo conduci sesionnan similar pa nan departamentonan respectivo.

En general, e estudio ta repasa e manual pa permit di trabao cu a worde revisá y publicá nobo recientemente pa haya mas clarificacion, comprension y den un esfuerzo pa asegura un debido interpretacion di su contenido.

E programa mes ta consisti di seis les, cada uno ta dura dos ora y mei. Esnan cu lo worde sometí na e training pa Depto. Mechanical lo ta Assistant Zone Supervisors te Tradesmen y Tradesman Trainee. Den Depto. di Process, esnan cu lo worde involvi ta di Shift Foremen te Assistant Operators.

E proyecto aki tabata den un estado preparatorio desde ultimo parti di 1962, tempo cu despues di e accidente den e planta di aire comprimí na November, un comité a worde nombrá pa studia procedimiento di dunamento di permit di trabao. E training inter-departamental lo worde conduci segun un plan cu ta mas conveniente pa e departamentonan involvi.

Four Men Participate In Initial Seminar Held On Work Permit Training

Two men each from the Mechanical and Process Departments participated in a work permits seminar leader training course conducted the week of Jan. 13, by Safety Advisor E. M. O'Brien and his staff.

This was the first step in a program which will eventually expose over 1,000 men in those two departments to the training project, whose end result is a thorough understanding of the work permits procedure.

Mateo Lacle and F. V. Christiaans of the Mechanical Department and Simon Wever and A. T. Tackling of the Process Department were selected for the initial training. They, in turn, will conduct similar sessions for their respective departments.

Generally, the seminar reviewed the recently revised and reissued work permits manual for clarification, understanding and attempted to insure a proper interpretation of its contents.

The program itself is made up of six classes, each lasting two and one-half hours. Subjects of this training for the Mechanical Department will extend from assistant zone supervisors to the tradesmen and tradesman trainee. In the Process Department, those affected will range from shift foremen through assistant operators.

This project has been in the preparatory stages since late in 1962, when subsequent to the accident in the air products plant in November, a committee was appointed to study work permit issuance procedures. One of the recommendations was to conduct such a seminar. The inter-departmental training will be conducted according to a schedule most suitable to the respective departments.

Operacionnan Discuti

(Continua di pagina 1)

zer a muntra cu e vista di ganashi di Jersey Standard no tin absolutamente ningun relacion tocante com bon cos ta bai na Lago. Lago por tin un masha mal anja mientras Jersey por tabatin toch un bon anja, of e situacionnan por ta net contrario. Lago mester responde pa su mes accionnan. Segun Gerente Mechanical J. R. Proterra, Lago ta sinti su responsabilidad pa su empleadonan y comunidad como tambe pa su donjonan. Directiva di Lago ta consciente di e deseo di empleadonan "pa empleo stabiel y un vida mas mehor posible," y cu e comunidad tin necesidad "pa e negoshi y entrada produci door di operacion di e refinaria."

Papiando di obhetivonan, Sr. Switzer a bisa cu "directiva ta comparti cu Union e obhetivo pa seguridad di trabao pa empleadonan di Lago." E director di Lago a haci referencia na e deseonan humano basico pa seguridad y sobrevivencia y a splica

cu e necesidadnan aki no ta worde satisfacé solamente door di deseonan. "Lago y su empleadonan lo no sobreviví of tin seguridad si nos faya di reconoce e hechonan cu ta amenaza nos abilidad pa ser tan eficiente cu nos mester ta." Lago ta busca eficiencia y flexibilidad den personal asina cu seguridad por worde duná na un cantidad mas grandi posible. Sr. Switzer a bisa cu den henter e negociacionnan, Lago lo trata cu Union den direccion di e "obhetivo di seguridad di trabao" y na mes tempo lo tene personal y operacion como factornan determinante y critico.

E obhetivonan di e discusionnan tabata pa informa y facilita comprension. Sr. Switzer a spera cu e discusionnan a sirbi e "obheto mutuo di mehor comprension di problema, actitudnan y puntonan di vista y cu nan lo aumenta e posibilidad pa yega mas rapido na solucion di diferencianan cu por surgi."



THIS UNDATED photograph shows the early Lago scene. Present day Combination and Visbreaker units occupy approximately the same area in which the pictured first processing units were positioned. The line of stacks on the right belong to the rerun complex, of which No. 3, 5, 7 and 8 still are on location. The Cat Plant, which was inaugurated in December, 1943, was constructed in the area left of the existing units. Present day Lago refinery scene, right, shows striking change.

E PORTRET aki sin fecha ta muntra un escena antiguo di Lago. E Combination y Visbreaker Units di awendia ta ocupa mas o menos e mes lugar den cual e promer unidatnan di refinacion tabata situá manera munstrá den e portret. E linja di schoorsteen banda drechi ta di e complex di Rerun Stills, di cual No. 3, 5, 7 y 8 ainda ta na nan lugar. E Cat Plant, cu a worde inaugura na Dec. 1943, a worde construi den e sitio na robéz di e unidatnan actual. Lago di awendia ta muntra un cambio remarquable.

Calendar and Clock Are Not Sole Measures of Success As Lago Celebrates Its Thirty-Fifth Year of Progress

The twenty-four-hour clock and 365-day calendar are not sole measures of a company's industrial age, and birthdays signify accomplishment when the length of time also reflects a dynamic operation that has maintained a steady course during the many storms of time, with the accompanying and inevitable change. The effect of the passage of time is one of constant change to meet the demands of an ever-changing world. Lago, on this calendar date is not the same as it was yesterday and yesterday was different from

the day before. In totalling yesterdays, it is realized that on Jan. 29, Lago was thirty-five years old. Indeed, the picture has changed and continues to do so since that day in 1925 when three men in a row boat first sounded and surveyed the harbor, and later directed the dredging of a channel through the reef. Shallow draft tankers moved crude from Lake Maracaibo to Aruba where it was pumped into shore tanks and then reloaded into ocean-

going tankers. While the present east entrance was being cut, the tanks and lines were installed ashore and both phases became operational almost simultaneously. Nov. 17, 1927, Lago's harbor began a career that was to propel it to the position of one of the world's great oil ports. Earlier that year, however, a plan to build a refinery somewhere in the Paraguana-Curaçao-Aruba area to process Venezuelan crude was being considered. Toward this end, an inspection team made up of Paul H. Harwood, Thomas S. Cooke, Lloyd G. Smith and Donald J. Smith visited Maracaibo and Aruba late that summer.

Aruba was the choice, and from atop a water tower they looked at the transshipping station, a cluster of tanks, houses and sheds, and visualized the rows of stills, acres of storage tanks, pipelines, warehouses, shops and schools that were to occupy the location in years to come.

Transshipping Depot

San Nicolas continued to operate as a transshipping depot through 1928, loading four or five ships a week. During one high point, the station loaded a ship a day for 100 days. Actual construction on the refinery began in February, 1928. Today, thirty-five years later, Lago is working on its four billionth barrel.

A refinery is a living organism. It grows and changes all the time. At Lago, the growth and changes have sometimes been rapid, at other times minor and gradual. There were several major periods of construction during the first ten years.

The original installation took place between 1928 and 1931 when the low pressure stills, combination and cracking coils and visbreaker units, utilities and pumphouses, tankage and pipelines were built. In 1937, the West Entrance was cut through the reef and ships no longer had to turn around in the narrow harbor.

In 1938 and 1939, over Fls. 41,140,000 went into expansion. Stills were added, a number of units were reconstructed, gasoline storage spheroids were built and the docking space was greatly increased.

Entrance Shifted

The refinery's main entrance was shifted in 1931 from a point below the Acid Plant to the Reception Center area. In June, 1963, the entrance was moved several hundred feet inside the refinery.

In 1932, the Aruba installation was purchased by Standard Oil Company (New Jersey).

In 1937, the Lago Heights community, with 150 houses and later bachelors' quarters, a dining hall, clubhouse and sports field was built.

In 1938, a Fls. 347,000 hospital was built on a high knoll northeast of the refinery. Later, because changing petroleum requirements made this space urgently needed for gasoline storage, the hospital was cut into sections and moved piece-by-piece on a special half-mile rail road to the

(Continued on page 6)



PICTURED IS the west side of No. 3 Rerun. This unit is one of the original units in the complex that was Lago in the early Thirties. E PORTRET aki ta muntra banda pabao di Rerun Still No. 3. E planta aki ta uno di e unidatnan original den e complex cu tabata representá Lago den e anjanan poco despues di anja trinta.

Lago Ta Celebra Su di Trinta-y-Cinco Anja di Progreso, Desaroyo y Exito

E binti-cuater ora di oloshi y 365 dia calendario no ta e unico midiran di edad industrial di compania, y anivarsarionan ta significa exito ora e largura di tempo tambe ta refleha un operacion dinamico cu a mantene un curso firme durante e hopi tempestades di tempo hunto cu e cambio cu a bini inevitablemente.

E efecto di transcurrencia di tempo ta uno di cambio constante pa satisfice e demandanan di un mundo semper cambiando. Lago, ariba e fecha calendario aki no ta mescos cu e tabata ayera y ayera tabata diferente for di e dia anterior.

Contando e totalnan di ayeranan pasado, ta worde realizá cu Jan. 29 Lago a cumpli edad di trinta y cinco anja.

Enberdad, e vista a cambia y a sigui cambia desde e dia na 1925 tempo cu tres homber den un boto di rema pa promer bez a sonda y midi e haaf y despues a dirigi e dragamento di un canal door di rif.

Tankeronan di poco hundura a transporta azeta crudo for di Lago Maracaibo pa Aruba na unda el tabata worde gepomp pa tankinan na tera y despues cargá atrobe abordo di tankeronan di lama grandi. Mientras e actual boca pariba tabata worde cobá, e tankinan y linjanan tabata ser instalá na tera y ambos facilidadnan a cuminsa operacion casi na mes tempo. Nov. 17, 1927 haaf di Lago a cuminsa un carera

cu lo hibe'le na e posicion di uno di e puertonan petrolero mas grandi di mundo.

Anteriormente e anja ey, sinembargo, un plan pa traha un refinaria na un lugar den region di Paraguana-Curaçao-Aruba pa refina crudo Venezolano tabata ser considerá. Pa e obheto aki, un grupo di inspeccion consistiendo di Paul H. Harwood, Thomas S. Cooke, Lloyd G. Smith y Donald J. Smith a bishita Maracaibo y Aruba den ultimo parti di e verano ey.

Aruba a worde escogí, y for di ariba un tanki di awa nan tabata mira un stacion di transbordo, un grupo di tanki, casnan y cuartonan y den nan mente nan a mira un linja di stills, hopi bunder di tankinan di deposito, linjanan di tubo, warehouse, shopnan y schoolnan cu lo mester yena e lugar den anjanan venidero.

San Nicolas a sigui opera como un deposito di transbordo henter anja 1928, cargando cuatro of cinco

(Continua na pagina 6)

Historical Highlights

- 1924 - San Nicolas Harbor selected as transshipping station.
- Haaf di San Nicolas selectá como stacion di transbordo.
- 1925 - Harbor dredging started; East Entrance cut.
- Dragamento di Haaf ta cuminsa; Entrada Pariba a worde cobá.
- 1927 - Lago's harbor officially began career as an oil port.
- Haaf di Lago oficialmente a cuminsa carera como un puerto petrolero.
- 1927 - Aruba selected as a refinery site.
- Aruba selectá como sitio pa refinaria.
- 1929 - Stills become operational, Jan. 29.
- Still-nan ta cuminsa operacion, Jan. 29.
- 1932 - Aruba installation purchased by Standard Oil Company (N.J.).
- Aruba su instalacionnan ta ser cumprá door di Standard Oil (New Jersey).
- 1937 - Harbor West Entrance cut through reef.
- Entrada West di e Haaf ta worde cobá den rif.
- 1938-1938 - Fls. 41,140,000 spent on major addition of stills and reconstruction of units.
- Fls. 41,140,000 ta worde gastá ariba expansion grandi na stillnan y pa reconstrui unidatnan.
- 1942 - Just before dawn Feb. 16, the German U-Boat 156 torpedoed two Lago tankers and shelled the refinery.
- Net promer cu amanecer di Feb. 16, un submarino Aleman No. 156 a torpedeá e tankeronan Pedernales y Oranjestad y a tira ariba refinaria.
- 1948 - In December, the lake tanker Andino brought first shipment of crude from the new Amuay Bay terminal.
- Na December e tankero chikito Andino a trece e promer carga di crudo for di e terminal nobo di Amuay Bay.
- 1949 - In May, Bertalia Mascelin of the Laundry became the first woman to complete twenty years service at Lago.
- Na Mei, Bertalia Mascelin di Laundry a bira e promer muher pa completa binti anja di servicio na Lago.
- 1949-1952 - At a cost of Fls. 11,220,000 two all-welded steel finger piers constructed.
- Costando Fls. 11,220,000, dos finger pier completamente di staal geweld a worde construí.
- 1950 - Lago Sport Park built to meet recreation needs of employees, their families and the general public.
- Lago Sport Park a worde trahá pa satisfice necesidadnan di recreacion pa familianan di empleadonan.
- 1953 - New fireproof hospital wing replaced part of the original 1938 structure.
- Un seccion nobo di hospital ta reemplazá parti di e estructura original di 1938.
- 1958 - Lago won first place in National Safety Council competition for second year in row.
- Lago a gana promer lugar den concurso di National Safety Council pa segundo anja tras di otro.
- 1959 - Lago welcomed its 25,000th tour visitor, a gracious lady named Mrs. Eliza Bonifacia Lopez.
- Lago ta yama bonbini na su di 25,000 visitante den paseonan, un dama gracioso cu yama Sra. Eliza Bonifacia Lopez.
- 1961 - The Independent Oil Workers Union of Aruba was named the employees official bargaining agent.
- Independent Oil Workers Union of Aruba a worde eligí como e cuerpo di negociacion oficial pa empleadonan.
- 1963 - Convection sections added to furnaces at Combination Units.
- Seccionnan pa difusion di calor a worde agregá na fornonan di cuatro Combination Unit.
- 1963 - Refinery entrance moved.
- Entrada pa Refinaria a worde moví.



RERUN UNITS 1 and 2 had been removed when this picture was taken in 1960. Later No. 4 and No. 6 were removed. Today, No. 3, 5, 6 and 7 still occupy their original locations. A new furnace system is presently being installed at No. 8.

Over 502 Cubic Yards Of Concrete Used To Resurface Park Courts



THE ENTIRE court area of the Lago Sport Park facilities was renewed with a five and one-half-inch layer of concrete. The huge pour was completed at the end of the year, which allowed time to organize the island-wide volleyball tournament as the first activity on the new surface. Ten girls' teams are participating in the play.



E CANCHA completo di facilidadnan di Lago Sport Park a worde renobá cu un capa di concreto di cinco duim y mei diki. E trabao grandi di bashamento a worde completá na fin di e anja, locual a permiti tempo pa organiza e torneo insular di volleyball como e promer actividad ariba e pista nobo. Diez team femenino ta participa den e weganan.



COLOR IS added to the concrete after it has been poured. It is spread by a mechanical float mixer which works the concrete in a manner that allows the color to permeate the mixture. The court slab at the Lago Sport Park is green.

COLOR TA worde agregá na e concreto despues cu el ta bashá. Esaki ta worde plamá cu un mixer cu ta mezcla e concreto den un tal manera cu e color ta drenta den e cement. E pista di e cancha na Lago Sport Park ta di color berde.



LAGO WORKMEN assigned to the Lago Sport Park project are shown assembling screeds, or the lengths of board which are set at the desired height and then used as guides to level the concrete as it is poured.

EMPLEADONAN DI Lago asigná na e proyecto di Lago Sport Park ta munstrá poniendo e latanan na e altura deseá y cualnan ta worde usá despues pa nivelá e concreto segun e ta worde bashá.



TO INSURE level placement of forms and screeds, a theodolite serves as constant reference. Into the forms, complete with reinforcing rods, is poured the concrete, about 36 cubic yards at a time.



PA ASEGURA cu e formalete y latanan ta worde poni nivel, un waterpas ta sirbi como un referencia constante. Entre e formalete cu canaster di hero poni, concreto ta worde bashá, como 36 yarda cubico.

Cancha di Sport Park Importante pa Comunidad

Ora e torneo insular di volleyball a principia e luna aki, e teamnan participante a worde brindá un superficie nobo pa e cancha di Lago Sport Park. Henter e cancha cu ta cerrá cu muraya na tres banda y asientonan den aire libre na di cuatro banda, a worde bashá cu un capa di concret di cinco y mei duim diki. Na esaki a worde agregá un color berde, cual ta yuda visibilidad den algun deporte, particularmente tennis, y linjanan nobo a worde marcá pa e cancha di volleyball, tennis y basketball.

Lo ta difícil, y probablemente imposible, pa trata di calcula cuanto hende ta usa Lago Sport Park tur dia. Participantenan den actividadnan organizá por worde contá segun e listanan di team y participacion den torneo. Pero esey por bisa ta mas leuw cu por bai den contamento di atleticonan. Probablemente lo ta imposible pa trata di yega na un cifra pa esnan cu ta usa e facilidadnan di Sport Park pa recreacion y trainmento no-organiza y individual. Loke lo haci un tal contamento difícil, fuera di e muchanan cu ta hunga rond den e patio di hunga, lo ta e gran cantidad di fanaticonan di deporte kende ta usa e cancha pa train tennis, basketball y volleyball.

Presentacionnan ta worde tení ariba e cancha y hasta un show modis- (Continua na pag. na 6)

Lago Sport Park Courts Important to Community

When the island-wide volleyball tournament got underway this month, the participating team members were greeted by a new court surface at Lago Sport Park. The entire court area, enclosed by walls on three sides and bleacher seats on the fourth, had been coated with five and one-half inches of concrete. To this had been added green coloring, which aids visibility in some sports, particularly tennis, and new lines for the volleyball, tennis and basketball courts.

It would be difficult, probably impossible, to attempt to estimate how many individuals use the Lago Sport Park every day. Participants in organized activities can be counted according to team rosters and tournament entries. But that is about as far as the athletic census can be taken. Attempting to arrive at a figure of those who use the Park facilities for unorganized, individual recreation and exercise probably would be impossible. What would make such a count difficult, aside from the children who bounce around the playground, would be the great number of sports enthusiasts who use the court area for tennis, basketball and volleyball practice.

Presentations are held on the court slab, and even a fashion show for the Wilhelmina Cancer Fund was presented there. Film showings, judo

exhibitions and weight lifting contests are some other activities which make use of the court slab.

To count the number of people who cross the courts for one activity or another indeed would be difficult. Not so difficult, though, is the realization of the importance of the court slab and all of the Lago Sport Park facilities in the athletic and recreational life of the community.

The surface of the court area began to chip and wear as concrete will. To maintain a surface as near perfect as possible for court sports, Lago resurfaced the entire area. Over 250 cubic yards of concrete was poured, which raised the level of the court five and one-half inches. Accordingly, the basketball backboards and baskets were raised the same height.

The court slab was added to the Sport Park's facilities in 1952. The court area was part of a major project which added lights, doubled the seating capacity and provided a new refreshment area.



TO LEVEL the concrete, masons extend a board from one screed to another and move the concrete before them leveling and filling the area. PA NIVELA e concreto, metselaarnan ta pone un pida palo for di un lata pa otro y ta move e concreto cu e palo, asina nivelando y yenando.



Bonifacio Stamper



Juan H. Boekhoudt



Vicente Arends



Vicente Kelly



Ludovicus M. van der Biezen

Six Employees Honored at 1964's First Thirty-Year Service Award Ceremonies

The year 1964 had an auspicious beginning for six employees of Lago. The six reached their thirty-year service anniversary and were honored at special ceremonies Jan. 15 conducted by Vice President F. C. Donovan. Honored were Marius H. Figaroa of Technical, Ludovicus M. van der Biezen and Bonifacio Stamper of Process, and Juan H. Boekhoudt, Vicente Arends and Vicente Kelly of Mechanical.

"Indicative of performance" and "contribution to Lago" were two significant phrases used by Mr. Donovan in complimenting the men on their service milestone. The Lago vice president assured the guests that they should "look upon their service accomplishment with genuine feeling of satisfaction of a job well done."

Leading off the presentations of the men's histories was Technical Manager J. M. Ballenger, who noted Mr. Figaroa as being a good member of the field engineering crew. An instrumentman A, he has a long record of promotions. His Lago service began in December, 1933. He worked in the Mechanical and Process Departments until his transfer to Technical-Engineering in April, 1936. Mr. Ballenger told the thirty-year group that Mr. Figaroa's entire service has been attained without a deductible absence, and he has never suffered a lost-time accident.

The Technical manager also stated that Mr. Figaroa is a former football player, and presently enjoys watching the sport. He also is an avid fisherman.

Receiving and Shipping

Two Receiving and Shipping men were honored. Their Lago records were discussed by Process Manager A. G. Kossuth. Mr. Van Der Biezen is a corporal B-dockman. He has been in Receiving and Shipping since November, 1943. Prior to that time he had assignments in the Mechanical and Process Departments. Mr. Kossuth told the group that Mr. Van Der Biezen is one of the hardest and ablest workers on the piers of San Nicolas Harbor. He has never suffered a lost-time industrial injury.

Mr. Kossuth disclosed that Mr. Van Der Biezen spends quite a bit of his off hours net fishing along Aruba's coast.

The second Receiving and Shipping employee honored Jan. 15 was Mr. Stamper. His service commenced in November, 1933, as a wharfinger. His entire career has been on the piers, and he is presently a corporal A-dockman. Mr. Stamper has never had a lost-time industrial injury. Mr. Kossuth stated that the honored guest is a conscientious and dependable worker and one well respected by his associates. He has never had a lost-time industrial injury. Mr. Stamper also farms in his spare time.

Mr. Kossuth put together an interesting statistic in reference to

MERCADONAN

(Continúa di pagina 1)

Nafta 6.17; gasoline pa aviacion 5.07; diesel oil 4.12; turbo fuel similar na nafta, 3.48; turbo fuel di calidad di kerosine 3.14; kerosine 2.64; gasoline pa motor 1.99. Esakinan ta yega un total di 98.58 por ciento di produccion di Lago den 1963. E resto di 1.42 por ciento ta consisti di combustible pa stooft, combustible pa tractor, acido naftenico, Aruba bitumen y crudo reconstitui.

the two Receiving and Shipping men. Figuring normal vacations and normal ship traffic, it could be estimated that Mr. Van Der Biezen and Mr. Stamper during their Lago careers have handled the loading and discharging of about 50,000 tankers.

The three Mechanical Department employees had their histories presented by Mechanical Manager J. R. Proterra. The difficulty encountered in cleaning the chambers of units years ago was described by Mr. Proterra as it related to the first assignment of Mr. Kelly. His service start was May, 1933, as a laborer. He has advanced through the categories of his craft and presently is a cleanout corporal. While handling all of these arduous tasks, the Mechanical manager stated that Mr. Kelly always was conscientious and dependable.

Mr. Arends has worked for a number of Lago divisions since his original employ in January, 1933. He started out in the Paint Craft and then was transferred to Colony Maintenance. He switched to the Yard Craft later on, then moved over to the Dry Dock. In September, 1954, he was transferred to Mechanical-Garage as a driver. Mr. Arends has never suffered a lost-time industrial injury. Mr. Proterra reported that Mr. Arends is a very contented and pleasant person.

The third Mechanical Department man to be honored by Mr. Proterra was Mr. Boekhoudt, a pipefitter helper A. His Lago service began in September, 1933, as a laborer second class. Mr. Boekhoudt's thirty years have been in the Mechanical Department, and he has progressed through the pipefitter helper categories. It was told that when Mr. Boekhoudt was a young man and before he worked for Lago, he worked with the contractor who constructed many tank foundations in Curaçao. Mr. Boekhoudt, in those days, took a schooner to Curaçao and worked there five or six months at a time before returning to Aruba for a brief visit. Among Mr. Boekhoudt's vocations are fishing and farming.

LAGO DISCUSSIONS

(Continued from page 1)

fail to recognize the facts that threaten our ability to be as efficient as we need to be." Lago seeks efficiency and flexibility in manning so that security may be provided for the largest number possible. Mr. Switzer stated that throughout the negotiations, Lago will work with the Union toward the "goal of job security," and at the same time will hold manning and operation as determining and critical factors.

Purposes of the discussions were to inform and ease understanding. Mr. Switzer hoped that the discussions have served the "mutual purpose of better understanding of problems, attitudes and viewpoints, and that they will increase the possibility of arriving more speedily at the solution of differences that might arise."



Marius H. Figaroa

Lago Donates Oil Drums To Cool Rhythmic Spirits Of Steel Band Artists

What could be some of the "smoothest" and "slickest" music this side of heaven will fill the Lago Sports Park, Feb. 3, beginning at 7:30 p.m., as nine bands engage in the annual Carnival Steel Band Competition.

Along with the considerable talent possessed by the musicians, an extra bit of "smoothness" will be added by the fact that many of the instruments were created from Lago oil drums.

Toward this end, Lago recently donated 150 fifty-five gallon drums which were to be distributed among the island's nine standing steel bands.

For the uninitiated to this musical craftsmanship, the heads of the drums are cut off in different depths. This surface is heated and indentations made. This composes the tuning of the instrument, and is performed by the musicians themselves.

All instruments are tuned to a basic scale, but vary much the same way a French horn differs from a trumpet although both belong to the brass family.

Because of the early Lenten date this year, the 1964 carnival will not have the great numbers of bands as in the past. Instead, the existing bands will be larger in size.



EMPTY BARRELS not only make the most noise, but when placed in the hands of the steel band musicians produce some rhythmic and pleasing sounds. Lago recently contributed 150 drums to the carnival steel bands. BARILNAN BASHI no solamente ta haci hopi boroto, pero ora nan worde poni den mannan di musiconan di steel band nan ta produci algun zonidonan ritmico y placentero. Recientemente Lago a dona 150 drum na steel bandnan di carnaval.

Seis Honra na Promer Presentacion Di 1964 di Boton di 30 Anja di Servicio

Anja 1964 tabatin un principio favorable pa seis empleado di Lago. E seisnan aki a yega nan aniversario di trinta anja di servicio y a worde honra na ceremonianan special Jan. 15 bao direccion di Vice Presidente F. C. Donovan. Honra tabata Marius H. Figaroa di Depto. Tecnico, Ludovicus M. van der Biezen y Bonifacio Stamper di Process y H. Boekhoudt, Vicente Arends y Vicente Kelly di Mechanical.

Dos frasenan significante usa door di Sr. Donovan ora el a complimenta e hombernan ariba nan periodo di servicio tabata "actuacion indicativo" y "contribucion na Lago". E vice presidente di Lago a asegura e huespednan cu nan mester "considera nan realizacion di servicio cu un berdadero sentimiento di satisfaccion di un trabao bon haci".

Cumizando cu e presentacion di e historianan di e hombernan tabata Gerente di Depto. Tecnico J. M. Ballenger, kende a nota cu Sr. Figaroa tabata un bon miembro den e cuadrilla di Field Engineering. Siendo un Instrumentman A, el tin un record largo di promocionnan. Su servicio na Lago a cuminsa na December 1933. El a traha den Departamentonan di Mechanical y Process te dia di su cambio pa Technical-Engineering na April 1936. Sr. Ballenger a bisa e grupo di trinta anja cu Sr. Figaroa su completo servicio worde lográ sin un ausencia pa cual tempo di servicio por worde kita y cu nunca el a sufri un accidente cu perdida di tempo.

E gerente di Depto. Tecnico tambe a bisa cu Sr. Figaroa ta un anterior hungador di futbol y actualmente ta gusta mira e deporte aki. Tambe el ta gusta piscamento mashá.

Dos empleado di Receiving & Shipping a worde honra. Nan recordnan na Lago a worde discuti door di Gerente di Process A. G. Kossuth. Sr. Van der Biezen ta un Corporal B-dockman. El ta den Receiving & Shipping desde November 1943. Promer cu esey, el a traha den Departamentonan di Mechanical y Process. Sr. Kossuth a bisa e grupo cu Sr. Van Der Biezen ta uno di e trahadornan mas duro y mas capaz ariba e wafnan di Haaf di San Nicolas. Nunca el a sufri un accidente cu perdida di tempo.

E segundo empleado di Receiving & Shipping cu a worde honra Jan.

15 tabata Sr. Stamper. Su servicio a cuminsa na November 1933 como un trahador di waf. Henter su carera tabata ariba e wafnan, y actualmente el ta un Corporal A-dockman. Sr. Stamper nunca tabatin un desgracia industrial cu perdida di tempo. Sr. Kossuth a declara cu e huesped aki ta un trahador conscienzudo y ariba kende por depende y un hende cu ta bon respetá pa su companjeronan. Nunca el a sufri un accidente industrial cu perdida di tempo. Sr. Stamper tambe ta traha cunucu den su ora liber.

Statistico

Sr. Kossuth a trece un cifra estadistico interesante den su referencia na e dos empleadonan di Receiving & Shipping. Teniendo cuenta cu vacaciones normal y trafico normal di bapornan, por worde calcula cu Sr. Van der Biezen y Sr. Stamper durante nan carera na Lago a asisti den cargamento y descarga di como 50,000 tanker.

E tres empleadonan di Depto. Mechanical nan historia a worde presentá door di Gerente Mechanical J. R. Proterra. E dificultad encontrá den limpiamento di forno di stills hopi anja pasá a worde describi door di Sr. Proterra como cu el tabata relaciona na e promer asignacion di Sr. Kelly. Su servicio el a cuminsa na Mei 1933 como un peon. El a avanza door di e categorianan di su trabao y actualmente el ta un Cleanout Corporal. Mientras el tabata trata tur e tareanan difícil aki, e Gerente Mechanical a declara cu Sr. Kelly semper tabata conscienzudo y di confianza.

Sr. Arends

Sr. Arends a traha pa varios visionnan di Lago desde su empleo original na Januari 1933. El a cuminsa den Paint Craft y despues a worde cambiá pa Colony Maintenance. Despues el a bai pa Yard Craft, y luego a cambia pa Dry Dock. Na September 1954 el a worde cambiá pa Mechanical-Garage como un Chauffeur. Sr. Arends nunca a sufri un accidente industrial cu perdida di tempo. Sr. Proterra a reporta cu Sr. Arends ta un persona masha contento y agradable.

Di tres empleado di Depto. Mechanical cu a ser honra door di Sr. Proterra tabata Sr. Boekhoudt, un Pipefitter Helper A. Su servicio na Lago a cuminsa na September 1933 como un peon segunda clase. Sr. Boekhoudt su trinta anjanan tabata den Depto. Mechanical y el a progresa door di e categorianan di helper di Pipefitter. A worde bisá cu tempo cu Sr. Boekhoudt tabata hoben y promer cu el a traha na Lago, el a traha cu un contratista cu a traha hopi fundeshi di tanki na Curaçao. Den e dianan ey, Sr. Boekhoudt a bai cu un barco pa Curaçao y a traha aya un biaha pa cinco of seis luna promer di a regresa Aruba pa un bishita cortico. Sr. Boekhoudt su pasa tempo ta, entre otro, piscamento y trabao di cunucu.

